London & Birmingham Railway.

Engineering Department,
Camden Station,
10 Feb. 1838.

Admit
to view the works &
stationary Engines

Rob Stephenson
3

13

Marquetta August 17th 1826.

My Dear Father

This will introduce to you Mr Bodmer a gentleman with whom I have had the pleasure of being intimately acquainted, in Colombia, indeed we have for some time lived in the same house together, which circumstance will add much to the interest you will feel in hearing from me through his medium. You will have the goodness to shew him every Kindness — He will feel much pleased should you have an opportunity of accompanying him to any of your Rail Roads or Locomotive Engines — You must know when I first saw him he was an advocate for Canals, but opinion at present I believe is different, having heard such brilliant accounts from England regarding the success of Rail Roads — I need enter into no particulars by this opportunity, I refer you to the gentleman who bears this, who having been employed in this country by the Mining Association, can tell you fully

how I am situated and explain to you
the reason of my being delayed here.
I beg to recommend to your kindest attention
to Mr. Bodmer

I Believe me my Dear father
Your Affectionate Son
Rob Stephenson
3

DSI

Forwarded by J. Richardson

Mr George Stephenson
Civil Engineer
Newcastle
Tyne

Robert STEPHENSON

3 Glamorgan Terrace
Tuesday Evening

My Dear Sir

The Bearer is my Coachman, who comes to Ipswich on Thursday next & will be ready to receive your horses already broken by Mr Barkley to take charge of the Horses — You will see him at the

Robert STEPHENSON

DSI

Kindness to see him
safely off by the
Railway —
Thanking Jon for Jon
Kindness & Hospitality
when I had the pleasure
of seeing Jon a
and the Steam Ry
Yours Faithfully
Robt Stephenson
Allen Ransome
Agricultural Implement Maker

96

34 Princeton St

30 June 56

My dear Sir

I would rather not join in the Guarantee to which you note refers at the present time. This does not arise from any unwillingness on my part to the object you have in view

Yours truly

S. P. Chase

Henry Cla Esq

probably written in 1857 or 1858

34 Gloucester Sq
Tuesday Eve

Dear Lucas

I mentioned
the Britannia Plate to
Beilder and he promises
faithfully not to criticise
it, if you could get an
impression for Christmas
day. — Do it, if you can
but not at the expence
of doing the last

harm to the impression ultimately –

I leave it in your hands, but do it if you reasonably care.

I was really much pleased with the process we saw to day & I beg to thank you for it. Your faithfully

Rob Stephenson

John Lucas Esq

This refers to the "process" of Engraving in Mezzotint, by Mr. James Scott, from the painting of the "Britannia-Bridge" group of Engineers

DSI

24, Great George Street,
Westminster 11 Dec 1852

Dear Sir

I shall be at Abney on
Wednesday and Mary to take the
chair — You do not name the
hour — Will you kindly do so

Yours faithfully
R. Stephenson

Edmund Sally Esq
Secty of Arts

35½, Great George Street,
Westminster, 24 July, 1840

My Dear Sir

Absence from London until yesterday prevented me complying with your request (which I should have had great pleasure in doing) respecting the Russian & Persian articles on the electric telegraph - It happened I knew no information to be important since I knew no correction to make -

With the articles in the Lond. Mag., but in wording it, there has been a slip of the recollection for the states are used to belong the new Red Sandstone formation and incumbent on the Lias. Now this cannot be the case - I suspect the states are imperfectly designated new Red Sandstone -

I am dear Sir
Your faithfully
R. Stephenson

Thomas Coates Esq

Stephenson
31/-

37

AUTOGRAPHE

de

Stephenson

Robert

OBSERVATIONS

1./ P.a.s. 1/2 p.8°, Camden Station, 10.2. 1838, Erlaubnis zur Besichtigung der Werke und stabilen Maschinenanlagen der London u. Birmingham Railway

S t e p h e n s o n Robert.

Erst Lehrling in d.Maschinenbau-Anstalt seines Vaters, später selbstständiger Civil-Ing. Mitgl. /1830/ u.Präsident /1856-58/ d. Instituts d.Civil-Engineers, Parlamentsmitgl./1847/, Mitgl. d. Roy. Society /1849/, Astr. Soc. usw.

Geb.1803, Dez.16, Willington Quay b.Newcastle upon Tyne. Geb. Oct.16, /Abstr.X./
Gest.1859, Oct.12, London.

On the locomotive steam engine, Lond.1838. On the atmospheric railway system, 4°, Ib.1843. Erbaute viele Eisenbahnen innerhalb u.ausserhalb England und auch die /1850 vollendete/ Röhrenbrücke über die Mennay-Straits.

DEATH OF MR. ROBERT STEPHENSON.

Mr. Robert Stephenson, M.P. the celebrated engineer, died yesterday at his town residence. The following particulars respecting his career are taken from "Men of the Time:"—"Stephenson Robert was born in 1803, at Wilmington. In 1822, he was sent to the Edinburgh University, and the year following commenced his apprenticeship as an engineer under his father, the proprietor of a steam engine manufactory at Newcastle. He remained two years in this situation, at the end of which he set out upon an expedition to explore the gold and silver mines of Columbia and Venezuela. On his return to England in 1828, the subject of railways was beginning to receive considerable attention, and a reward of £500 had been offered for the best locomotive, which should consume its own smoke, weigh no more than six tons, with its complement of water, and draw a train of 20 tons at the rate of 10 miles an hour. This prize was won by Mr. Stephenson, and the consequence was a large increase of the business of the engine factory at Newcastle. In 1833, the London and Birmingham Railroad was commenced under his sole supervision, and he was shortly afterwards invited to Belgium by the King to advise upon the best system of railroad lines through that country. He was rewarded for his services with the cross of the Legion of Honour. In 1846, he visited Norway, for the purpose of examining the country with a view to the construction of a railroad. In 1847, he was returned to Parliament for the borough of Whitby, as a Conservative and Protectionist. The principal railroads of England have been constructed under his superintendence; but the works to which he owes his chief reputation are the tubular bridges over the Conway at the Castle, and the Menai at Britannia Rock; which are among the most celebrated triumphs of modern art."

The *Newcastle Chronicle* says, it has been known for several days in private circles that there was no hope of recovery. The disease of the liver, which in the first instance produced jaundice, assumed a more serious form, and active inflammation, it is reported, supervened; still hope was entertained till symptoms of dropsy made their appearance, and organic disease of the heart destroyed all hope of recovery.

(By Electric Telegraph.)

The news of Mr. Stephenson's death has caused the greatest regret. By the general public the loss is regarded as national, and by his friends and all who had had interviews with him, as a private and public bereavement. When he sailed for Norway, in his yacht, soon after the close of the session, he was in indifferent health, and during his stay there, he was attacked with a complaint of the liver. He returned to England, and on the voyage the yacht encountered severe weather, causing him to suffer from sea sickness for the first time. An attack of jaundice ensued, and on landing at Lowestoft, it was necessary to carry him to the railway carriage. Upon his arrival in London, it was found that he was in danger. Dropsy set in, and he was too weak to permit its being relieved. Congestion of the liver took place, but the former disease was the immediate cause of his death. He died comparatively free from pain. During his illness, he was unceasingly attended by the most eminent men in London.

Mr. Stephenson leaves no family, and his wife died some years since. His cousin, Mr. Stephenson, and Mr. Bidder, were constantly with him throughout his illness. As a proof of Mr. Stephenson's benevolence, it may be mentioned that he dispensed annually in charity several thousands of pounds in the most unostentatious manner.

of [illegible] candidates, [illegible] they knew [illegible] double office of Clerk to the Magistrates and Town Clerk, there would arise occasions when the duties of the two offices would be conflicting. In cases of proceedings before the Magistrates, it would place the Magistrates in a very unfortunate position: and whilst the Sub-committee had reported that Mr. Foyster was eligible, they felt it their duty to bring the matter before the General Purposes Committee. He regretted that Mr. Foyster should be placed in that position, but he was sure the Council would believe that the Committee had been prompted by a desire to discharge their duty strictly, without any personal feeling.—Mr. C. E. CAWLEY said he was sure if Mr. Foyster had not held the office of Clerk to the Magistrates he would have received the full consideration of every member of the Council.—The election of Mr. Brett was then agreed to unanimously.—Mr. Brett, who was sent for, assured the Council that his best energies and exertions should be devoted to the interests of the borough.—The proceedings then terminated.

BRADFORD MECHANICS' INSTITUTION.

SPEECH OF LORD BROUGHAM.

The opportunity of the meeting of the Social Science Association was taken by the managers of the Bradford Mechanics' Institution to hold their annual *soirée* for the distribution of prizes to the successful students of the Institution and of the Society of Arts. The immense hall was crowded in every quarter, and the affair one of the most brilliant displays of the kind that has ever been witnessed in Bradford. As the noble Chairman entered the hall, the vast audience rose and cheered vociferously.

Mr. J. V. GODWIN, chairman of the Institute, read a report giving a history of its origin and progress since its institution on the 14th of February, 1832. It had been constituted and administered by working men. Members varied in number from 1,200 to 1,400; and as to the number in proportion of working men and women, it must be recollected that of late years other institutes had been established. The habits and knowledge acquired in the Institute had given positions of high distinction to many young men.

Lord BROUGHAM then rose, and said he rejoiced mightily in addressing this most numerous meeting of all classes of the community, including in a large proportion the working classes. He had no conception, before his arrival in Bradford, of the flourishing state of this great institution. It appeared to him to stand, he would not say singular, but amongst the very first in point of flourishing and success. In every one particular, since 1832, there had been a regular increase in the number of members, in the funds, in the library, and the most important of all, an increase in the number of the books lent out, and an improvement, he delighted to hear, in the character of the books for which there was a demand of readers; but that which chiefly delighted him to find was the great proportion of working men who took part in the Institution.—(Cheers.) Taking the maximum number of members at 1,500, of these about 1,000, or two thirds, were working men. This was a most gratifying circumstance, for Mechanics' Institutions had been derided as having been established for working men, but were more beneficial to others of a superior class of society to that for which they were originally designed. No doubt that had been the case, and he knew that in Manchester, where he was some years ago, he found that hardly any working people attended the institution or the library connected with it. But here it appeared that a large proportion, greatly above one half, belonged to the working classes. And well and rightly did they judge in so doing, considering that it was for their highest interest to adopt this course; but he thought that they might carry still further the advantages of the Society if they were to plan amongst themselves committees to go round occasionally and at convenient times to canvass members of their own body to induce them to become members of this Institution.—(Cheers.) If that were done, what arguments they would have to use with their fellow workmen. It was their highest interest [illegible] elevated them in the scale of society, it tended to raise them to another class and benefited them in their several occupations, in those very arts to which [illegible] lives were devoted and by which they earned [illegible] daily bread.—(Cheers.) It was by [illegible] great many even from the humbler

death can be [illegible]eted u
name and address . the se
be paid for as advertisement

MARRIED.

...e Cathedral, by the Rev. H. H. Westm
...KERTON, of Ludworth, Derbyshi
...L, daughter of Mr. WILLIAM SUT

...at the same place, by the Rev. G. Huntin
...N THOMPSON, of this city, to HENRIE
...Mr. WILLIAM WARBURTON, of Leicester.
...inst. at the same place, by the Rev. H. H. Westm
...WILLIAM MARKLAND to SUSANNAH, daug
...JOHN BRADLEY, all of this city.
...e 15th inst. at the same place, by the Rev. W. W. Joh
...Mr. JOHN WATKINSON, of Liverpool, to ELIZABE
...ghter of Mr. THOMAS WILSON, of this city.
...n the 15th inst. at the same place, by the Rev. W. W. Joh
...A. Mr. ALFRED WALKER EARLE, of Ardwick, to
ELIZA BIRCH, of Greenheys.

On the 20th inst. at the Parish Church, Ashton-upon-Me
by the Rev. C. Sowerby, DAVID, second son of the late J
PILLING, Esq. of Broad Oaks, Sale, to MARY, second daug
of SAMUEL ROEBUCK, Esq. of Sale Bank, Cheshire.

On the 20th inst. at St. John's Church, Longsight, by the
J. P. Pitcairn, Mr. THOMAS ROBERT LEASON, of Ard
to MARY ANN, eldest daughter of the late Rev. B. BUT
WORTH, of Claverton, Bath.

On the 19th inst. at Littleborough Church, Mr. JOHN
SHAW, of Sladen Mill, to HARRIET, daughter of the lat
JAMES LORD, of the Summit Inn, near Littleborough.

On the 18th inst. at St. John's Church, Hyde Park, Lon
by the Rev. J. T. Hassall, W. BURNETT, son of the late Ca
COATES, 35th Regiment, L I. county Galway, to MARY, e
daughter of the late JAMES CRUIKSHANK, Esq. of La
Park, Forfarshire, niece of the present and granddaught
the late Earl of Northesk.

DIED.

On the 21st inst. at his residence, in his 44th year, Mr. JA
GREENHALGH, of Lower Broughton.

On the 20th inst. at Lime Grove, aged 65 years, MARIAN
wife of ROBERT PEEL WILLOCK, Esq. of this city.

On the 20th inst. aged 9 months, WILLIAM HENRY, youn
son of Mr. JOHN HARDMAN, of Hulme.

On the 19th inst. aged 18 years, ELIZABETH, eldest
and only daughter of Mr. JOHN WILLIAMS, of No. 2, Pres
street, Hulme.

On the 19th inst. FANNY, wife of C. J. GELDARD, Es
Cappelside, Settle, and daughter of John Openshaw, Es
Irwell, Bury.

On the 16th inst. at Carisbrook, Isle of Wight, aged 24 y
HELEN, third daughter of the late Mr. FRANCIS CLAR
of Broughton Lane, formerly of Coventry.

On the 16th inst. at Didsbury, aged 25 years, LANGFO
youngest son of the late Mr. HENRY SMITH, of Pilkingt
On the 16th inst. at his residence, Lloyd-street, Greenh
aged 50 years, Mr. JAMES YATES.

On the 15th inst. at Norwich, aged 30 years, HENRY JO
only son of the late HENRY JOHN BARKER, Esq. of Th
near that city, lieutenant in the 5th Royal Lancashire Militi
On the 5th ult. at Iowa Falls, United States, in his 90th
RICHARD RENSHAW, formerly of this city, and some ti
resident of Altrincham.

RAILWAY TRAFFIC RETURNS.

In the following table the shillings and pence are reckoned as £
they amount to 10s. and omitted when below that amount.

	Passengers, Parcels, &c.	Merchndse. Cattle, &c.	Total.	Same week, 1858.	Total since July 1, 1859.	Total from...
	£	£	£	£	£	
Bristol & Exeter	5564	2131	7695	6948	116488	10...
Dublin & Belfast Junction	1121	402	1523	1493	21972	2...
Dublin & Drogheda	1278	565	1843	1823	30561	2...
Dundalk & Enniskillen	494	364	858	680	13123	
East Anglian	476	530	1006	1070	14288	1...
E. Cnties. Nrflk. & E. Union	15912	12821	28733	28164	429780	42...
Great Southern & Western	4759	2792	7551	6829	119022	10...
Londonderry & Enniskillen	388	500	888	841	13324	1...
Midland Great Western	2421	2365	4786	4271	71019	6...
Shrewsbury & Hereford	809	1031	1840	1675	31266	2...
South Devon	2740	712	3452	2535	60536	4...
S. York. Rail, & River Dun.	..	..	3127	2816	45598	4...
Waterford & Limerick	721	887	1608	1491	21323	1...
Whitehaven & Furness	216	424	640	504	9139	
Whitehaven Junction	184	548	732	468	8959	

SALFORD AND PENDLETON ROYAL HOSPITAL A
DISPENSARY.—Surgeon for the ensuing week, Mr. Boutflo
Report for the past two weeks:—Admitted: Out-patien[illegible]
home-patients, 90; in-patients, 3; accidents, 30.—[illegible]ts 1,
cured: Out-patients 105, home-patients 75, in-[illegible]ents 3, in-
dents 28.—Relieved: Out-patients 6, home-[illegible] home-patient
tients 0, accidents 0.—Dead: Out-patient[illegible]son, house surgeo
in-patients 0, accidents 0.—Mr. Tom[illegible]
October 20.

MANCHESTER ROYAL INFIRMARY AND LUNA
HOSPITAL, October 20.—Royal Infirmary officers for the
week:—Physician, Dr. Wilkinson.—Surgeon, Mr. Ransom
House visitors to, and inspectors of, the Infirmary:—Me
William Birkett, A. Bodoano, D. Bolongaro and Son, Will
Booth, John M. N. Boschetti, William Brocklehurst, and J.
R. Brown.—Physicians to the Lunatic Hospital, Dr. Ainsw
and Dr. Watts.—Resident Medical Superintendent, Dr. Ma
ley.—An account of patients admitted during the week:—
patients, 23; out-patients, 213; home-patients, 54; acci
in-patients, 13; accident out-patients, 84; lunatics, 0; pati
in the Infirmary, 205; patients in the Lunatic Hospital, 66.

METEOROLOGICAL REPORT.

By J. Casartelli, 43, Market-street, Manchester.

1859. Oct.	Atmospheric Pressure at Ten a.m.	Four p.m.	Ten Night	Temp. in shade by Self-registering Thermometer. Max.	Min.	Diff.	Hygromter at two p.m. diff. bet. wet & dry bulb	Direction of Wind at noon.	Daily fall
	In.	In.	In.	deg.	deg.	deg.			
F...14	29·64	29·6[illegible]	29·58	60	54	6	3	S E	[illegible]
S...15	29·55	29·53	29·51	60	50	10	4	E	—
S...16	29·46	29·38	29·40	54	51	3	2	E	0...
M...17	29·62	29·73	29·32	59	48	11	2	W	0...
T...18	29·94	29·95	29·90	56	51	5	4	E	—
W...19	29·87	29·78	29·65	57	50	7	2	S	0...
T...20	29·58	29·31	29·42	53	41	12	4	E	0...

Daily Remarks on the State of the Weather.—Octobe
fair; rain in the morning.—15, fine.—16, cloudy and rain.—17, f
18, fine.—19. cloudy; rain p.m.—20, cloudy; rain a.m.

MEETINGS IN BANKRUPTCY.

At the Manchester Court, Athenæum, George-street.
Before Mr. Commissioner Jemmett.

Wednesday, October 26.
Thomas Gore, machine maker, Manchester, dividend,
John Chapman Green, hotel keeper, &c. Manchester, adjourned assignees,

Thursday, October 27.
Joseph Holden, painter, &c. Bolton, certificate,
Joseph Holden, painter, &c Bolton, dividend,
Robert Caldecott, licensed victualler, Manchester, adjourned last examination,

Friday, October 28.
William Nimmo, cotton spinner, &c. Pendleton and Manchester, certificate,
Samuel Newton, cotton manufacturer, Southport and Mellor, adjourned last examination,
Joshua Binns, soap manufacturer, Openshaw, adjourned last examination,

[BY ELECTRIC TELEGRAPH.]
FROM THE "GAZETTE," OF FRIDAY.

BANKRUPTCIES ANNULLED.
John Morgan, cattle dealer, Cardiff.
John Machin, innkeeper, Birmingham.

BANKRUPTS.
William Henry Naylor, builder, Wisbeach.
Charles Gentile, merchant, London.
William Dray, farmer, Farningham, and agricultural i
ment maker, London.
Louisa Kersten, importer of fancy goods, London.
Frederick Henry Dench, currier, Poplar, Middlesex.
Charles Browne, grocer, Sutton-upon-Trent.
James Pick Townsend, grocer, Drybrook, Gloucestershire.
John Wheeler, builder, Coventry.
William Kinkead, corn merchant, Liverpool.
Isaac Dusty, smallware dealer, Liverpool.
James M'Clure, general merchant, Manchester.

PRIVATE and Confidential MEDICAL C
SULTATIONS, Daily, by Messrs. WILKINSON & C
Northumberland-street, Huddersfield, either personally or by

FRENCH DISCUTIENT PILL, an effe
cure for secret complaints, in three days, without rest
in diet or exercise.—In boxes, at 2s. 9d. and 4s. 6d. (post free 4
Mr. WESTMACOTT, chemist, 4, Market-street, Manchester.

THOSE requiring private Medical Advice, or
fering under nervous debility, should at once consult
KIRKHAM, 14, Corporation-street, Manchester. A guarantee
and secrecy observed. Advice gratis.—N.B. Private entrance at th

BRITISH COLLEGE OF HEALTH, E
Road, London.—Health secured by MORISON'S VEGE
UNIVERSAL MEDICINE.—Read the "Morisoniana," and
Hygeian publications.—Agent for Manchester, Mr. HIBBE
Oldham-street.

WHITE & SOUND TEETH.—JEWSB
and BROWN'S ORIENTAL TOOTH PASTE, establis
80 years' experience, as the best preparation extant for cleaning
tifying, and preserving the teeth and gums. Prepared solely by
bury and Brown, chemists, Market-street, Manchester. Sold
at 1s. 6d. or double size 2s. 6d. each, by the Proprietors, and by
Agents throughout the United Kingdom, America, and the Colo

AS a Medicine long highly esteemed for its
tive powers in cases of indigestion, sick headache, nervo
and affections of the liver and bowels, COCKLE'S ANTIBI
PILLS cannot be too strongly recommended, having stood the
public opinion for upwards of half a century. Prepared only by
Cockle, surgeon, 18, New Ormond-street, London, and may b
all medicine vendors, in boxes at 1s. 1½d. 2s. 9d. 4s. 6d. and 11s.

SPEEDY CURES.—The PARISIAN
Cures in two or three days secret diseases, without th
mercury, capivi, cubebs, &c. or hindrance to business. In
2s. 9d.; post free, 4d. extra.
The CORDIAL BALM of GILEAD is a never-failing and inv
remedy in all cases of nervous debility, relaxation, &c. being a
restorative of health, strength, and manhood, when lost or i
through excess or early errors, and has proved its wonderful e
thousands of unfortunate sufferers, performing a cure in eve
when all other remedies have failed. In cases 4s. 6d. and 11s.
Sold by J. R. Lynch, chemist, 68, Market-street (one doo
Brown-street), and J. Seddon, chemist, 75, Oxford-street, Manc

No. 2, ST. PETER'S SQUARE, MANCHESTER.
MINERAL ARTIFICIAL TEETH, com
with MINERAL ENAMELLED GUMS, doing aw
the unsightly long teeth hitherto considered in many cases unav
F. A. ESKELL, Surgeon Dentist, begs to call the attentio
numerous Friends and Patrons to the Newly-improved MI
TEETH, with Mineral Enamelled Gums, which he can with co
recommend as the best hitherto invented. They are perfectl
rodible, will never change colour, nor decay, and for exquisite
ling and purity of materials cannot be surpassed. Their rese
to the human teeth is inimitable, and the principle of adapti
to the mouth dispenses with the necessity of undergoing any
operation, neither stumps nor teeth being extracted, nor any pa
whatever.
Artificial Teeth as above, and including all charges, at 10s. eac
Artificial sets repaired, or re-modelled.
Mr. Eskell's improvements in the filling of Decayed Teeth,
superior mode of sparing the patient from pain and inconv
hitherto attending operations on the mouth, commands the a
of all those suffering from diseases incidental to the teeth and
Professional hours from ten until six. Consultation free.
2, ST. PETER'S SQUARE, MANCHESTER.

SAVE DOCTORS' FEES.—CERTAIN CURES.
DR. LEWIS'S FRENCH SPECIFIC
supersedes capivi, cubebs, mercury, &c. and cures i
three days secret diseases, without change of diet or confinem
boxes at 2s. 9d. and 4s. 6d. each; post free, 4d. extra.
Dr. LEWIS'S Le Grand ELIXIR D'IDALIA create
strength, and manhood, when lost through excess; curing ind
pains in the back and limbs, nervous debility, &c. This
may be depended upon as the quickest and surest remedy
nervous affections. Le Grand Elixir d'Idalia has been an ine
blessing to thousands debilitated, and a trial will prove its e
restoring the functions to their natural tone and power
4s. 6d. and 11s.

TOWN AND COUNTRY AGENTS:
WESTMACOTT, chemist, 4, Market-street, } Manches
J. P. PARKES, chemist, 151, Oxford-street, }
Ashton—Hobson, Reporter office. | Huddersfield—Fell, King-
Barnsley—Pybus, Market Place. | Leeds—Reinhardt, Brigg
Bradford—Pratt, Ivegate. | Macclesfield—Bates, Mill-
Bolton—Bradbury, Deansgate. | Oldham—Clegg, Yorkshi
Blackburn—Miley, Astley Gate. | Ormskirk—Andrew, Burs
Bury—Warhurst, Fleet-street. | Preston—Dawson, Fisher
Burnley—Thomas, Market-street. | Rochdale—Croskill, York
Congleton—Broad, Bridge-street. | Stockport—Brammall, B
Dewsbury—Oates, Bond-street. | Wakefield—Cardwell, M
Halifax—Jessop, Corn Market. | Wigan—Kellett, Market P
Hyde—Booth, Market-street. | Warrington—Wroe, Brid
The proprietor may be confidentially consulted in all case
[illegible] door from Oxford-stre

FUNERAL OF MR.

(From our o

This morning the honou
engineer were laid by the side
Abbey. The obsequies may be
the character of a public funer
numbers, and influence of the mou

The early morning service in Westmi
an unusually large congregation, who
firstly, by finding that the customary mu
dispensed with; and secondly, by being ren
Abbey by the Vergers at the close of the p
eleven o'clock, a stream of visitors poured into th
and, armed with tickets, obtained admission into t
The spot selected for the reception of the coffin wa
nearly as possible, in the centre of the nave. Barriers
were put up just within the line of pillars of the nave, so as
to leave a free space for the procession along the nave, and
for the mourners around the grave, and in the space thus
allotted to the spectators were assembled civil engineers,
architects, surveyors, Parliamentary counsel, Parliamentary
agents and solicitors, and many distinguished scientific men.
Among the crowd I observed your former representative,
Mr. Mark Philips; Sir Fred Smith, M.P.; Mr. Tite, M.P.;
Mr. H. Ingram, M.P.; Mr. M'Connell, of the London and
North-Western Railway; Sir John Lawrence, Bart. G.C.B.;
Mr. Gassiot, Mr. Weld, Mr. Dilke, Mr. Sopwith, &c. The
students and pupils of the civil engineers attended in great
numbers, and to these future Telfords, Smeatons, and Ste-
phensons the occasion was evidently one of great interest
and solemnity.

The funeral cavalcade from Mr. Stephenson's house, in
Gloucester Square, was one of such length, and exhibited
so many funeral carriages with their outward trappings
of woe, that it arrested the attention of every observer in
the busy thoroughfares through which it passed. An im-
mense crowd had assembled around the precincts of the
Abbey, where the hearse arrived at twelve o'clock. A proces-
sion was then formed into the Abbey, led by the High Bailiff
of Westminster, whose silver staff of office was draped by a
black scarf. The singing boys followed, their college caps
draped in mourning. The singing men wore black scarfs
over their surplices. Then came the Senior Canons, and
afterwards Canons Jennings, Cureton, and Repton. The
Dean of Westminster and the Very Rev. Chenevix Trench,
D.D. followed; and then came the Mayor and Sheriff of
Newcastle-upon-Tyne, in their scarlet robes. The coffin
was of highly-polished oak, profusely ornamented by gilt
nails, escutcheons, &c. and covered by a heavy silk pall.
The pall-bearers were, on one side the Marquis of Chandos,
chairman of the London and North-Western Railway; Sir
Roderick Murchison, F.R.S. president of the Royal Geo-
graphical Society; and Mr. George Carr Glyn, M.P. first
chairman of the London and North-Western Railway. The
pall-bearers on the other side were Mr. Joseph Locke, M.P.
Mr. Beale, M.P. chairman of the Midland Railway, and Mr.
George Rennie, C.E. Mr. Stephenson, the nephew of the
deceased and his nearest male relative, followed as chief
mourner, and to him succeeded a long train of mourners,
in hatbands and scarfs, comprising the names best known
in the railway and engineering world. Among the
mourners were Mr. Ellis, late chairman of the Midland
Railway; Mr. Joseph Pease, M.P.; Mr. Scott Russell; Mr.
Fowler, C.E.; and Mr. Manby, C.E. Sir Joshua Walmsley,
and many railway scientific friends of Mr. Brunel, were
also the mourners. A general regret was expressed that
the two great engineers of the broad and narrow gauge were
not interred, as Pitt and Fox, side by side in one national
Walhallah. The great western door of Westminster Abbey
is never open except at the funeral of persons of royal
blood, or those to whom the nation has decreed the
honours of a public funeral. The procession, however,
went from the door in the south aisle to the western
door, and then directed itself along the whole length of
the nave to the choir. The choir commenced by sing-
ing "I am the Resurrection and the Life" (Purcell),
and, thus chanting, the procession passed within the screen
to the choir where the corpse for a short time was deposited.
The sentences, "I know that my Redeemer liveth," and
"we brought nothing into this world," were also chanted
by the choir, accompanied by the organ. The 90th Psalm
was then chanted to one of Purcell's chants—the passage,
"The days of our age are threescore years and ten," re-
minding the hearers of the premature decease of him
whose obsequies were now celebrated. The Rev. Mr.
Hayden, Precentor, then read the lesson, "Now is Christ
risen from the dead;" after which the choir sang Han-
del's funeral anthem, "Where the ear heard him." The
procession then re-formed, and returned to the grave,
the clergy and choristers forming on the west, and the
mourners on the south side. Several ladies belonging to
Mr. Stephenson's family, in deep mourning and much
affected, now joined the mourners. The choir hereupon
sang the affecting passage "Man that is born of a woman."
The dull sound of earth thrown upon the coffin was then
heard, and the Dean uttered the impressive words, "For-
asmuch as it has pleased Almighty God to take unto him-
self the soul of our dear brother here departed, we commit
his body to the ground; earth to earth, ashes to ashes,
dust to dust."

The choir then sang with great sweetness, "Blessed are
the dead which die in the Lord, for they rest from their
labours." Many of the mourners were here powerfully
affected. The emotion of Mr. Locke, the last of the great
trio of railway engineers, was painful to witness, and many
an eye, albeit unused to the melting mood, wept the loss of
the kind friend and the generous patron.

The choir then sang Handel's beautiful anthem, "His
body is buried in peace, but his spirit liveth for evermore."
This anthem was admirably performed.—The Dean read
the prayer, "We give Thee hearty thanks for that it hath
pleased Thee to deliver this our brother out of the miseries
of this sinful world" and the service concluded with the
Dead March in Saul, by the organ.

The chief mourners then mounted the platform of earth
and looked down into the shallow grave, in which all that
is mortal of Robert Stephenson reposes. The coffin bore
the inscription, "Robert Stephenson, M.P. civil engineer,
F.R.S., D.C.L.;" and the date of his birth and death. The
coffin of Mr. Telford was distinctly visible, and thus the
two engineers who have spanned the Menai Straits, the one
by the road and the other by the rail, sleep peacefully side
by side.

The musical service, conducted by Mr. Turle, organist
of Westminster Abbey, under the direction of the Rev. Mr.
Hayden, the precentor, was most beautiful and impressive.
The solo parts in the anthem were taken by three young
gentlemen of the choir, and by Messrs. Barnby, Baxter,
Benson, Cummings, Machin, and Whitehouse. The Rev.
Mr. Cox, and Mr. Bowley, engineer, of the Crystal Palace,
were the only strangers who participated in the musical
service.

After the chief mourners had departed, the visitors
were permitted to gather round the grave. Most of them
remembered the railway mania of 1846, in which so
many railway engineers, surveyors, and parliamentary
counsel attempted to do the work of six months in so
many weeks. Shattered nerves, paralysis, and broken con-
stitutions among those who are left still remain to attest
the truth that nature always avenges the breach of her
beneficent laws. The premature death of two of the great
engineers of that day may not seem to the casual observer
due to the mad excitement, and the prolonged hours of
labour of the railway mania, yet few who gathered
round the tomb of Robert Stephenson could resist the
conclusion that Brunel and Stephenson have both found a
premature grave, and that humanly speaking the lives of
both might have been prolonged if they had been content
to work in measure; and if the too sudden development of
the great railway system had not made an excessive de-
mand upon their nerves, their intellect, and their physical
strength.

The Duke of Cambridge, in answering the application
for the procession to pass through the Park, stated that
Her Majesty granted the permission, and expressed her
sympathy with the loss the nation had sustained.

The ships in the Thames lowered their flags in token of
respect for the deceased.

SHIELDS, FRIDAY AFTERNOON.

A very solemn and impressive sight has been presented
here to-day, on the occasion of the funeral of Mr. Robert
Stephenson. Vessels of all nations have had their flags
half mast high on the Tyne, and in the Northumberland and
Tyne Dock; and the parish churches have been sounding
out a solemn funeral dirge from their belfries. The ships,
banks, merchants' offices, and other places of business, closed
in North Shields, at noon to-day; and at Willington, the
birth place of the great engineer, all classes, rich and poor,
have come forward to show respect to the memory of the
deceased.

NEWCASTLE, FRIDAY AFTERNOON.

The shops and merchants' offices in Grey-street, the
Quayside, and all the main thoroughfares have been closed
to-day on the occasion of the funeral of Mr. Robert
Stephenson. Vessels of all nations lying at the Quay-
side have their flags half-mast high; and all the banks
and other public institutions have closed as a mark of re-
spect to the deceased.

Shortly before noon, about a thousand of the workmen
of Messrs. R. Stephenson and Co. and five hundred of the
workmen of Messrs. Hawks and Crawshay, attended Divine

85 **Stephenson (Robert)** COLLECTION OF 22 AUTOGRAPH LETTERS SIGNED, and one letter signed, to the biographer and author Samuel Smiles. *Addressed variously from Gloucester Sq., Great George St., and Newcastle-upon-Tyne*, between 1854 and 1858. 13 letters 4to and the remainder 8vo. The whole comprising approx. 64 pages **£450**

Samuel Smiles (1812-1904) was the author of biographies of both George and Robert Stephenson. As Smiles admits in the published work most of the information was collected directly from Robert, or his immediate circle. These letters trace the growth of what must have become a close friendship between the two men. Stephenson's letters show his enthusiasm for Smiles' work, and from the formal "Dear Sir" of early letters the title later changed to "My dear Smiles", with frequent invitations to dinner whenever one of George's or Robert's acquaintances was in town. The content of the letters ranges widely over the careers of father and son, with frequent references to names well known in the engineering world of the period. A selection of these include: Robert's work on the stationary engines for the Stockton and Darlington; the founding of the company at Newcastle; the controversy surrounding the invention of the blast pipe, and a stout defence of George's right to it; Robert's contempt for the notion of steam road vehicles in a letter referring to the engine builders Ogle & Summers; and 14 pages of notes on the Rocket's construction, with particular attention to the matter of the blast pipe. These notes are particularly valuable since they constitute Stephenson's account, and not the version finally published by Smiles, which lacks some points of detail.

I. Edw 71

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#13

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847 VAUCANSON, Jacques de, französischer Mechaniker und Automatenbauer; verbesserte
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